

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 21, 2018

The Idaho Transportation Board convened at 8:30 AM on Wednesday, February 21, 2018 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Member – District 1
Janice B. Vassar, Member – District 2
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Larry Allen, Lead Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Board Minutes. Member Coleman made a motion to approve the minutes of the regular Board meeting held on January 17, 2018 as submitted. Member Horsch seconded the motion and it passed unopposed.

Consent Items. Member Vassar made a motion, seconded by Member Horsch, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB18-03

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the authorizing resolution for Federal Transit Administration; Public Transit Program modifications in FY18 in the Community Planning Association of Southwest Idaho area; Public Transit Program modifications in FY18; delaying Orofino Creek Road Bridge, Clearwater County from FY18 to FY19; advancing US-95, Little Rainbow Bridge, Adams County from FY20 to FY18 and delaying Local, Junction Idaho Road and 2750 East Road from FY18 to FY19; US-12, Fish Creek Bridge, US-12, Tumble Creek to Saddle Camp Road, and US-12, Warm Springs Pack Bridge to Montanan State Line; Payette River Bridge, Horseshoe Bend; US-20/26, Locust Grove to Eagle widening; contracts for award; and the Freight Advisory Committee membership appointments.

1) Authorizing Resolution for Federal Transit Administration (FTA). The FTA migrated from an old grant management system to a new system. It has requested ITD submit an updated authorizing resolution, which grants ITD the legal authority to be the recipient of FTA funding for the various public transit programs.

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2) Public Transit Program Modifications in FY18 in the Community Planning Association of Southwest Idaho (COMPASS) area. To accommodate the Ada County Highway District (ACHD) and Valley Regional Transit (VRT), COMPASS requests several changes to the FY18 Transit Program. All of the projects are funded with FTA 5307 Small Urbanized Area Formula Grants. Increase VRT's College of Western Idaho Entrance and Roundabout, Nampa project, key #19609 to \$1,079,000; decrease VRT's Above and Beyond Americans with Disabilities' Act Paratransit, Nampa project, key #20043 to \$450,000; decrease ACHD's Commuteride Van Replacement Vehicles, Nampa project, key #20153 to \$337,000; remove the \$75,000 Safe Routes to School, VRT, Canyon County project, key #20716; and add VRT's Nampa Transit Oriented Development project for \$310,000. Staff also requests authority to adjust the Idaho Transportation Improvement Program (ITIP) accordingly.

3) Public Transit Program Modifications. Staff requests two changes to the FY18 Public Transit Program on behalf of the Bannock Transportation Planning Organization and with concurrence of the Idaho Falls Urban Area. Increase key #13801, Pocatello's Lease for Transfer Station project to \$320,000 in the 5307 Small Urban Program and increase key #19189, Pocatello's Bus Replacement project in the 5339 Small Urban Program by \$79,000. The additional funds will come from the Idaho Falls Urban Area as a transfer. Staff also requests authority to adjust the ITIP accordingly.

4) Delay Orofino Creek Road Bridge. Staff requests delaying the Orofino Creek Road Bridge, Clearwater County project, key #12019 from FY18 to FY19. Clearwater County requested the delay of its project to allow the project to bid during the fall/winter months in hopes of more favorable construction bids and to provide more time to work with the adjacent property owners. The project's \$1,250,000 will be directed to key #12122, Ora Bridge, Fremont County to cover a cost shortfall on the revised construction estimate. Staff also requests authority to adjust the ITIP accordingly.

5) Advance US-95, Little Rainbow Bridge and Delay Local, Junction Idahome Road and 2750 East Road. Staff requests advancing the \$5.8 million US-95, Little Rainbow Bridge, Adams County project, key #13946 from FY20 to FY18 and authority to adjust the ITIP. The bridge is currently rated as deficient with poor structure conditions and width restrictions. Funds would be available by delaying the Junction Idahome Road and 2750 East Road, Raft River Highway District project, key #20312. The \$3.7 million project cannot be delivered this year. The additional funds for the US-95 bridge project would come from bid and program savings.

6) US-12, Fish Creek Bridge, Key #13883; US-12, Tumble Creek to Saddle Camp Road, Key #13879; and US-12, Warm Springs Pack Bridge to Montana State Line, Key #19986. Staff intends to hire a consulting firm or team to provide construction engineering, inspection, and sampling and testing services for the three referenced projects on US-12. The total cost of these services is estimated at \$1.2 million, so staff requests approval to exceed the \$1 million limit.

7) SH-55, Payette River Bridge, Horseshoe Bend. Six Mile Engineering was selected through the term agreement as the design consultant for the SH-55, Payette River Bridge project, key #7215. During the initial design stage, the scope of the project was changed from a two-lane structure to a three-lane structure, resulting in the redesign of the project and environmental

delays. The project is scheduled to be delivered to Plans, Specifications, and Estimates by the end of next month. In order to meet this goal, an additional \$35,737 is required for the agreement, bringing the total agreement amount to \$528,837. Staff requests approval to exceed the \$500,000 term agreement limit.

8) US-20/26, Locust Grove to Eagle Widening. The scope of the US-20/26, Locust Grove to Eagle widening project, key #19944, is to widen the existing two-lane roadway to four lanes with a center auxiliary lane and install curb, gutter, and a shared use pathway. Consultant services are needed because District 3 does not have the available resources to deliver the project by October 2019. The District negotiated an agreement with Parametrix in the amount of \$1,511,600. Staff requests approval to exceed the consultant agreement amount of \$1 million. The District will use statewide balancing and offsets from other projects for the additional costs, which also includes \$150,000 for post award engineer of record inquiries.

9) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. Staff believes increased worker travel and material/equipment transport times resulted in higher unit bid prices for traffic control, temporary shoring, hot mix asphalt paving, and granular rock material for key #19009 - SH-6, Creek Bridge, Benewah County, District 1. Staff does not believe significant cost savings would be realized if the project is re-bid, so recommends awarding the contract. Low bidder: T Lariviere Equipment & Excavation Inc. - \$931,261.

The Removal of Bridge, Prestressed Slab, Ultra-High Performance Concrete, Temporary Traffic Control, Temporary Illumination, Rent Portable Traffic Signal System, and Mobilization items accounted for the majority of difference between the engineer's estimate and low bid on key #13884 – US-12, Maggie Creek Bridge, Idaho County, District 2. Staff recommends awarding this contract, partly because the project addresses load rating issues for some oversized vehicles. Low bidder: Braun-Jensen, Inc. - \$1,530,000.

The major differences in the engineer's estimate versus the low bid on key #13883 – US-12, Fish Creek Bridge, Idaho County, District 2, were in the Removal of Bridge, Excavation, Prestressed Girder Type 4, and Mobilization items. District 2 recommends awarding this contract, partly because the project addresses load rating issues for some oversized vehicles. Low bidder: Concrete Placing Company, Inc. - \$2,141,704.

The main variations between the engineer's estimate and low bid on key #18820 – US-95, Four Mile Creek Bridge, Latah County, District 2, are in the Removal of Bridge, Prestressed Deck Bulb Tee Girder, Precast Abutment Pile Caps, Prepare and Place Polyester Concrete Overlay, Ultra High Performance Fiber Reinforced Concrete, and Mobilization items. Four of the six items are new pay items in the District, so it did not have bid history. The existing bridge does not have a modern load rating, restricting some oversized loads from traveling across it. Staff recommends awarding the contract. Low bidder: N. A. Degerstrom, Inc. - \$1,436,120.

10) Freight Advisory Committee (FAC) Membership Appointments. Staff recommends appointing Clint Whitehead and Karen Jones to the FAC to represent the manufacturing/retail industry and the logistics warehousing industry, respectively. The terms would run from

February 2018 to December 2019. Additionally, staff recommends re-appointing the following for terms of February 2018 to December 2019: Winston Inouye from the rail industry, Clay Handy from the trucking industry, David Doeringsfeld from the port barge industry, and Rebecca Hupp from the air freight industry. It was noted that seven FAC positions remain vacant.

Informational Items. 1) Monthly Reporting of Federal Formula Program Funding through January. Idaho received obligation authority of \$99.2 million through February 8 via a continuing resolution that runs through March 23. This corresponds to \$97.8 million with match after a reduction for prorated indirect costs. Apportionments were \$301.4 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 32.9% of apportionments. Of the \$97.8 million allotted, \$45 million remains.

2) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not process any professional service agreements in the previous month.

3) Contract Awards and Advertisements. Key #18923 – US-95, Elmira Road Turnbay, Bonner County, District 1. Low bidder: Interstate Concrete & Asphalt Company - \$395,655.

Key #19971 – Genesee-Juliaetta Road Improvement, South Latah Highway District, District 2. Low bidder: Railco, LLC – \$150,180.

Key #20267 – SH-55, Marsing to Nampa-Caldwell Boulevard, District 3. Low bidder: VSS International, Inc. - \$1,249,120.

Key #19814 – I-84, Karcher Interchange, Nampa, District 3. Low bidder: Central Paving Company, Inc. - \$3,039,636.

Keys #13930 and #13947 – I-84B, Hammett Business Loop, Elmore County and Hammett Union Pacific Railroad Bridge, Elmore County, District 3. Low bidder: Knife River Corporation – Northwest - \$6,400,000.

Key #10555 – East Idaho Street and Holly Avenue, New Plymouth, District 3. Low bidder: Knife River Corporation - Northwest - \$1,654,598.

Key #19291 – US-95, FY18 Sealcoats, District 3. Low bidder: Geneva Rock Products, Inc. - \$2,031,590.

Key #19112 – US-95, Elephant Butte Swelling Clay, District 3. Low bidder: Central Paving Company, Inc. - \$2,399,731.

Key #20000 – I-84, Oregon State Line to Black Canyon Interchange, District 3. Low bidder: Kleopfer, Inc. - \$885,630.

Key #13479 – FY17 Capital Maintenance, Ada County Highway District, District 3. Low bidder: Sunroc Corporation - \$5,445,456.

Key #19939 – US-30, Garrett Way to Main Street, Pocatello, District 5. Low bidder: Staker & Parson Companies dba Jack B. Parson Companies - \$1,037,902.

Key #19926 – US-30, Bannock County Line to Lund, District 5. Low bidder: Kilgore Companies LLC dba Legrand Johnson Construction Company - \$2,384,311.

Key #18733 – US-20, Curr Canal Bridge, Fremont County, District 6. Low bidder: Cannon Builders, Inc. - \$609,525.

Key #19898 – US-33, Junction SH-33 to Dubois, Clark/Butte County, District 6. Low bidder: Intermountain Slurry Seal, Inc. - \$1,980,022.

The list of projects currently being advertised was provided.

4) Professional Services Agreements and Term Agreement Work Tasks Report. From December 22 through February 1, 47 new professional services agreements and work tasks were processed, totaling \$7,043,832. Three supplemental agreements to existing professional services agreements were processed during this period in the amount of \$102,315.

5) Road Equipment Branding. Idaho Code requires all state vehicles to be lettered on each side with the name of its respective department. Currently, ITD's equipment is painted white with reflective yellow striping and the ITD logo is on the door. The Department's name is not on the door. To remedy this, and in conjunction with the use of branding, the Department's logo, name, and mission statement will be placed on both sides of the vehicle. The yellow reflective striping will be replaced by orange reflective striping on operations equipment and blue reflective striping on port of entry vehicles.

Director's Report. Director Ness reported that President Trump released his infrastructure investment plan. It includes some rural set-asides and changes to state matching requirements. The Joint Finance and Appropriations Committee is scheduled to set ITD's budget on March 7. He commended the maintenance crews for keeping the state highways clear of ice and snow 85% of the time this winter to date and for responding to a water main break on SH-55 in Meridian that closed the heavily-used highway. He said the highway safety campaign, SHIFT, which focuses on changing drivers' behavior, received an AVA digital award and has been selected as a presentation at the 2018 Western Association of State Highway and Transportation Officials' conference. He also recognized Carol Leighton for her exemplary customer service and Randi Bristol-Hogue and Chad Clawson for their selection to participate in the American Association of Motor Vehicle Administrators' leadership academy and American Association of State Highway and Transportation Officials' fellowship program, respectively.

Chief Administrative Officer (CAO) Char McArthur reported on a cooperative exercise with Utah Department of Transportation (UDOT) personnel. UDOT has been communicating with ITD to learn about the innovate program and how to implement it at UDOT. Because ITD needed to conduct training for its innovate stewards and UDOT was also interested in the training, joint training was conducted last week in Pocatello.

Chairman Whitehead thanked Director Ness and CAO McArthur for the updates.

The entire Director's Board Report can be viewed at <http://itd.idaho.gov/Board>.

Legislative Report. Mollie McCarty, Governmental Affairs Manager (GAM), said the re-appointments of Aeronautics Advisory Board Member Chip Kemper and Member Kempton have been approved. ITD's lone legislative proposal, allowing electronic commercial vehicle permits, has been approved by the House and the Senate Transportation Committee. The Department's rule changes have been approved by both germane committees. She reviewed a number of other legislative proposals staff is monitoring on topics such as new special license plates, re-establishing the interim committee to review the truck registration system, the fifty-cent license plate transfer fee to the Heritage Fund, appointing directors of certain state agencies, and issuing 129,000 pound permits.

Member Kempton asked for more information on the legislation changing three agency directors, including ITD's, to serve at the pleasure of the governor. GAM McCarty said the main discussion during the committee hearing seemed to focus on the director of the Department of Parks and Recreation. There does not appear to be problems with the current system, but rather the sponsor believes the legislation would provide more consistency for state government. The legislation was initially killed in committee; however, it has since been resurrected and sent for amendments.

The Board thanked GAM McCarty for the legislative update.

Division of Motor Vehicles (DMV) Modernization Update. Randi Bristol-Hogue, Modernization Program Manager (MPM) reported that the Driver Services functions have been developed as part of the modernization update. One team is cleansing the data and removing duplicate records. This will help facilitate the move to one customer, one record. Another team is working on integrating codes, testing them, and fixing issues. User assessment testing will start early next month followed by training in April. The go-live date is May 7. This will require closing drivers' license offices for two days. Extensive outreach will be conducted to inform the public of this closure.

MPM Bristol-Hogue said planning is underway for the next phase, Vehicle Services. The subject matter experts and high level process flows have been identified, which should ensure a common understanding of what needs to be supported. The group will also continue to look at lessons learned to help ensure the next phase is successful.

Member Kempton mentioned a recent computer hacking incident at ITD related to truck registrations. He asked if those issues have been resolved. MPM Bristol-Hogue replied that the new system has additional security features, like encrypting information. Employees need certain credentials to access data and security reviews are conducted.

Chairman Whitehead thanked MPM Bristol-Hogue for the informative update and for the progress being made on this important project.

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State FY18 Financial Statements. Controller Dave Tolman said revenues to the State Highway Account from all state sources were ahead of projections by .8% at the end of December. Of that total, receipts from the Highway Distribution Account were .3% or \$291,000 more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 1.5%, or \$22,000. Expenditures were within planned budgets. Personnel costs had savings of \$10.3 million or 15.6% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. ITD had 105 vacancies at the end of December. Contract construction cash expenditures of \$273 million through December exceeded any from the past three years.

The balance of the long term investments was \$163.9 million at the end of December, according to Controller Tolman. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$77 million were \$31 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through December were \$5.6 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were \$8 million year-to-date. These funds were requested as a supplemental appropriation, which has since been approved.

Controller Tolman also mentioned that the Department had one audit finding in FY17. The closing packages were submitted to the State Controller's Office by the deadline; however, they were incomplete. An amendment was omitted, and has since been submitted. All of the financial information was accurate.

Annual Report on Status of State-Owned Dwellings. Capital Facilities Manager Tony Pirc provided information on the ITD-owned dwellings, including the fair rental value, rental status, and monthly rental fee. The Department owns 3 stick-framed houses, 13 manufactured homes, 5 bunkhouses, and 2 apartments at Johnson Creek and Cavanaugh Bay Air Strips, plus 19 trailer pads, of which 11 have employee-owned manufactured housing on them. ITD also owns nine trailer pads and three houses at rest area locations.

Member Coleman asked why rent is not collected at a majority of the sites. Chief Operations Officer Travis McGrath said the Department has difficulty retaining employees at some of those remote locations, so it provides housing to ensure the Department retains mission-critical employees. Controller Tolman added that if an employee is required to reside at a premise as a condition of employment, like a caretaker at an airstrip, or near a maintenance shed, the Department waives the rental fee. If it is a benefit for the employee to occupy an ITD-owned dwelling, then a minimal rental fee is assessed.

Local Rural Highway Investment Program (LRHIP) Annual Report. Local Highway Technical Assistance Council (LHTAC) Deputy Administrator Laila Kral said the goal of the LRHIP is to provide funding to rural local highway jurisdictions for construction and planning. Per Board policy, Surface Transportation Program – Rural funds may be exchanged for State Highway Funds in an amount not to exceed \$2.8 million annually. The funds are available to cities with less than 5,000 population, county road and bridge departments, and highway districts that collect local taxes or have alternative funding mechanisms for highways and bridges. Funds cannot be used for wages, equipment, or consultant use on construction projects. In FY17, 17 of

the 49 construction applications were funded for \$1.64 million; both of the federal-aid match requests were funded for a total of \$166,000; 7 of the 21 transportation plans were funded for \$330,000; and 9 of the 14 sign applications were funded for \$241,000. Four emergency projects were also funded for almost \$300,000. She highlighted some of the funded projects.

The Board thanked Deputy Administrator Kral for the report and for the good working relationship between LHTAC and ITD.

Children Pedestrian Safety Projects. Division of Engineering Services Administrator (DESA) Blake Rindlisbacher summarized the 2017 legislation allowing children pedestrian safety projects to be funded via the Strategic Initiatives Program. Staff presented a recommended list of projects last month; however, the Board held the item due to pending legislation. DESA Rindlisbacher said both chambers have passed the supplemental appropriation bill that includes funding for this program and the Governor has signed the bill.

Member Vassar made a motion, seconded by Member Kempton, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, HB334 modified the Strategic Initiative Program Idaho Code § 40-ITB18-04 719, to include funding projects on the local system; and

WHEREAS, HB334 included a new eligible project category known as Children Pedestrian Safety; and

WHEREAS, the Idaho Transportation Department and Local Highway Technical Assistance Council (LHTAC) staff have developed guidelines for the solicitation and evaluation of 2018 Children Pedestrian Safety projects; and

WHEREAS, the funding split for Children Pedestrian Safety projects will be 60% to the state highway system and 40% to the local system; and

WHEREAS, in August 2017, the Idaho Transportation Board authorized ITD staff to coordinate with LHTAC staff to jointly solicit and evaluate applications for the 2018 Children Pedestrian Safety projects and to present a list of projects totaling up to \$2 million to the Board for approval; and

WHEREAS, ITD and LHTAC staff are seeking Board approval of the recommended projects for the Strategic Initiative Program Fund.

NOW THEREFORE BE IT RESOLVED, that the Board approves the 2018 Children Pedestrian Safety projects:

- Third Street Corridor Multimodal Improvements, City of Moscow - \$250,000;
- Hiland Avenue – East 19th Street Sidewalk Connection, City of Burley - \$191,000;
- Main Street Sidewalk Improvements, City of Ashton - \$250,000;
- Marsing SH-55 Sidewalk, City of Marsing - \$175,000;

- Children Pedestrian Improvements, City of Firth - \$250,000;
- South 5th Street Pathway, City of Driggs - \$125,000;
- Ridge Crest Elementary Safety Improvements Phase 2, City of Blackfoot - \$171,000;
- Iona Street Riverside Drive and Bush Elementary Southwest Connection, City of Idaho Falls - \$250,000;
- Crosswalk Signage and Pedestrian Improvement, City of Carey - \$154,640;
- Locust and US-91 PHB and Pathway Improvements, City of Shelley - \$35,000;
- Sacajawea Elementary School SP25, City of Caldwell - \$109,446; and
- Child Pedestrian Safety Project, City of Teton - \$28,000

Executive Session on Personnel and Legal Issues. Member Horsch made a motion to meet in executive session at 10:25 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b), (c), (d), and (f). Member Kempton seconded the motion and it passed 4-0 by individual roll call vote.

The discussions on legal matters related to operations. The personnel item related to the performance of an employee.

The Board came out of executive session at 1:00 PM.

129,000 Pound Truck Route Requests – District 6. Freight Program Manager Jeff Marker said seven requests were received to designate routes in District 6 as 129,000 pound truck routes. Staff’s analyses determined that all of the routes can support the higher weight limit. During the public comment period, including a public hearing on the route requests, eight comments were received. Five of the comments supported designating routes for vehicle combinations up to 129,000 pounds, two opposed route designations, and one was neutral. Staff presented its findings to the Board Subcommittee on 129,000 Pound Truck Routes last month and recommended approving all of the routes. The Subcommittee concurred.

Member Kempton made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB18-05 Transportation Board to designate state highways for permitted vehicle
combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received seven requests for 129,000 pound trucking routes in District 6; and

WHEREAS, the Chief Engineer and ITD staff received the applications and reviewed the proposed routes by conducting an engineering and safety analysis of each route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and eight total comments were received with five favoring approval of the requested 129,000 pound trucking routes, two opposing, and one providing a neutral comment; and

WHEREAS, the Chief Engineer's representative presented the Chief Engineer's analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on January 16, 2018 with a recommendation to approve all requested routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed motions to recommend approval of each of the route requests; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of February 21, 2018.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on:

- the US-20 route, milepost 307.45 to 309.88
- the US-26 route, milepost 334.374 to 402.50
- the US-26 route, milepost 272.0 to 276.53
- the SH-28 route, milepost 30.61 to 135.645
- the SH-32 route, milepost 20.64 to 28.39
- the SH-32 route, milepost 0.0 to 20.64
- the SH-47 route, milepost 0.0 to 1.01

and the recommendations of approval from the Board Subcommittee; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue Letters of Determination that approves the referenced route requests in District 6.

Cost Increase for Northgate (Siphon) Interchange. Greydon Wright, Project Manager, said a value engineering study determined that the roundabout interchange concept would not be feasible on the I-15, Northgate Interchange project, key #20314, due to conflicts at the northbound off ramp between left turning and through movements. This conflict was not foreseen in the previous analyses because development and buildout on the west side of the project was not anticipated to occur for some time. It was recently discovered that a large residential/commercial development is going through the City of Chubbuck's zoning process, meaning the conflict will occur much sooner than previously thought.

Project Manager Wright said the value engineering study determined the best option to mitigate the conflict is a signalized standard diamond interchange, estimated at \$12.5 million. He proposed funding the additional \$4 million construction costs by delaying two projects in the area.

Member Coleman made a motion, seconded by Member Horsch, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB18-06 Department mission of safety, mobility, and economic opportunity. In that context
the Department has been invited to become part of a public private partnership to
construct a new interchange on Interstate 15 at Siphon Road; and

WHEREAS, the Board, at the March 16, 2017 Board meeting requested
clarifications and revisions to the cooperative agreement; and

WHEREAS, the Board, at the May 18, 2017 Board meeting and the May 31
Special Board meeting requested clarifications and revisions to the cooperative
agreement; and

WHEREAS, Director Ness signed a construction cooperative agreement August
17, 2017, and revised October 12, 2017; and

WHEREAS, a Value Engineering (VE) study was held October 30 and 31. During
the VE Study, it was determined that the best option for the area was a standard
diamond interchange, which has a higher estimated cost than a diamond
interchange with roundabouts; and

WHEREAS, preliminary engineering for the project has determined the need for a
\$4.1 million cost increase for construction for the project and total remaining
estimated project cost totals \$4.6 million; and

WHEREAS, \$2.14 million of the estimated remaining cost can be covered by ITD
by removing key #19053 (Intersection Yellowstone and Alameda) currently
programmed at \$3.838 from FY19 of the Idaho Transportation Investment
Program (ITIP); and

WHEREAS, the Bannock Transportation Planning Organization will remove
\$2.461 million federal funding over three years (FY19, FY20, FY21) from key
#12099 (Intersection Hawthorne & Quinn Roads, Chubbuck) from the ITIP.

NOW THEREFORE BE IT RESOLVED, that prior to providing the construction
funding detailed above, the Board authorizes ITD enter into a separate agreement
with Bannock Transportation Planning Organization. The purpose of the
agreement will be to remove key #12099 from the ITIP and transfer its funding to
ITD; and

BE IT FURTHER RESOLVED, that the Board approves a delay of the Intersection Yellowstone and Alameda project, key #19053, from FY19 to FY22, and authorizes staff to update the FY18-24 ITIP accordingly.

Member Horsch commended District 5 Engineer Ed Bala and his staff for their efforts on this public/private partnership.

Policy Introduction. Transportation Legislation Policy Specialist Matthew Moore proposed changes to Board Policy 4007 Memorandum of Understanding (MOU). The revisions add Memorandum of Agreement (MOA) to the title and language stating that agreements not covered under Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts are considered an MOU or MOA. He also presented Administrative Policy 5007 Memorandum of Understanding or Memorandum of Agreement, formerly Administrative Policy A-01-10. The policy was revised to update the process to review, execute, and sign MOUs and MOAs.

Member Kempton made a motion to approve revisions to Board Policy 4007 Memorandum of Understanding or Memorandum of Agreement. Member Vassar seconded the motion and it passed unopposed.

Member Kempton made a motion to accept Administrative Policy 5007 Memorandum of Understanding or Memorandum of Agreement as revised. Member Vassar seconded the motion.

Member Kempton made a substitute motion to accept Administrative Policy 5007 Memorandum of Understanding or Memorandum of Agreement as a new policy, replacing A-01-10. Member Vassar seconded the motion. The motion passed unanimously.

Traffic/Design Engineer Kevin Sablan presented Administrative Policy 5546 Special Events on State Highways, formerly Administrative Policy A-12-02. The main changes re-format the policy to the current standard and require the Design/Traffic Office to develop guidelines and procedures for processing special events agreement requests.

Member Kempton made a motion to accept Administrative Policy 5546 Special Events on State Highways, replacing A-12-02. Member Coleman seconded the motion and it passed unopposed.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:20 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
March 15, 2018
Boise, Idaho

February 21, 2018